

**Amendments to the Claims:**

This listing of claims will replace all prior versions, and listings, of claims in the application:

**Listing of Claims:**

1. **(Currently Amended)** A vehicle wheel comprising a hub suitable for being mounted rotatably on an axle of the wheel, the axle extending in an axial direction, a rim suitable for being associated **mounted** with a ~~tyre~~ **tire**, the rim having a lateral surface **delineating** ~~suitable for delimiting~~, together with the ~~tyre~~ **tire**, an inflation chamber for the ~~tyre~~ **tire**, at least one spoke which fixes the rim and the hub together for rotation relative to the axle of the wheel, the spoke comprising a hub-attachment portion, ~~and a rim-attachment portion, and a solid body wherein at least a section of the rim-attachment portion constitutes a solid body~~ in which there are formed a first duct which extends substantially along an axis of the spoke and is in flow communication with the inflation chamber through the lateral surface of the rim, and a second duct which is arranged substantially perpendicularly relative to the first duct so that, in the region of a first end of the second duct which faces towards the first duct, the second duct intersects the first duct so as to create a flow communication between the first duct and the second duct and, in the region of a second end remote from the first end, the second duct emerges laterally from the at least one spoke with an opening, the opening being suitable for connection to inflation means, **wherein said solid body separates the spoke into two portions which are disposed on radially opposite sides of the solid body, at least one section of the rim-attachment portion constitutes said solid body and said first duct extends partially through the solid body, does not constitute a through-hole extending through the solid body, and does not put the two portions of the spoke into flow communication with each other, so that variations in pressure inside the inflation chamber of the tire in dependence on temperature are limited, since the amount of gas outside the inflation chamber is small.**

2. **(Previously Presented)** A vehicle wheel according to Claim 1, comprising a central plane arranged perpendicularly relative to the axle of the wheel, the central plane dividing the

wheel into two half-portions arranged symmetrically on opposite sides of the central plane.

3. **(Previously Presented)** A vehicle wheel according to Claim 1, in which the second duct emerges, in the region of the second end, in a raised portion which projects from the at least one spoke.

4. **(Previously Presented)** A vehicle wheel according to Claim 3, in which the raised portion comprises a flattened surface at a free end of the raised portion.

5. **(Previously Presented)** A vehicle wheel according to Claim 4, in which the flattened surface constitutes an abutment for an inflation valve.

6. **(Previously Presented)** A vehicle wheel according to Claim 4, in which the flattened surface constitutes an abutment for sealing means, the sealing means being interposed between the second duct and an inflation valve.

7. **(Previously Presented)** A vehicle wheel according to Claim 1, in which the first and second ducts extend for a distance shorter than the rim-attachment portion of the at least one spoke.

8. **(Previously Presented)** A vehicle wheel according to Claim 1, in which the second duct constitutes a seat suitable for housing an inflation valve.

9. **(Previously Presented)** A vehicle wheel according to Claim 8, in which the second duct comprises, in an internal side wall thereof, a threaded portion suitable for forming a threaded connection with a corresponding threaded portion of a valve body of an inflation valve.

10. **(Previously Presented)** A vehicle wheel according to Claim 1, in which the first duct extends substantially radially.

11. **(Previously Presented)** A vehicle wheel according to Claim 1, in which the first duct extends substantially symmetrically with respect to the central plane.

12. **(Previously Presented)** A vehicle wheel according to Claim 1, in which the second duct extends substantially perpendicularly relative to the central plane of the wheel.

13. **(Currently Amended)** A vehicle wheel according to Claim 1, in which the distance between the second duct and the rotation axis is greater than the radius~~second duct is positioned outside a projection, onto the central plane,~~ of at least one brake disc mounted firmly and coaxially on the hub in the region of an axial end of the hub.

14. **(Currently Amended)** A vehicle wheel according to Claim 1, in which the wheel comprises a bushing suitable for being housed in the second duct and suitable for housing in its interior a valve body of an inflation valve.

15. **(Currently Amended)** A vehicle wheel according to Claim 14 in which the bushing is made of brass.

16. **(Currently Amended)** A vehicle wheel according to Claim 14 in which the bushing is made of an aluminium alloy.

17. **(Previously Presented)** A vehicle wheel according to Claim 1, in which the wheel is made of an aluminium alloy.

18. **(Previously Presented)** A vehicle wheel according to Claim 1, in which the wheel is made of a magnesium alloy.

19. **(Currently Amended)** A vehicle wheel according to Claim 1, comprising an

inflation valve suitable for being fitted in the second duct so as to constitute a means for the inflation of a ~~tyre~~ tire that can be associated with the wheel.

20. **(Previously Presented)** A vehicle wheel according to Claim 1, in which the first duct is blind in the direction in which the at least one spoke extends.

21. **(Previously Presented)** A method for the manufacture of a wheel according to Claim 1, comprising the steps of:

producing, by means of a casting process, a rim having a spoke comprising, in the region of a solid body, a first duct extending radially, and a raised portion extending axially,

drilling the spoke axially in the region of the raised portion so as to produce a second duct which intersects the first duct, and

flattening the raised portion in a plane perpendicular to the axle.

22. **(Previously Presented)** A method for the manufacture of a wheel according to Claim 21, in which the first duct is blind in the direction in which the spoke extends.

23. **(Previously Presented)** A method for the manufacture of a wheel according to Claim 21, comprising the step of forming a thread in the internal side wall of the second duct .